### AFFAIRS OF THE RAILWAYS

Despite Cut Rates the Pennsylvania Increased Its Earnings in July.

Operating Expenses, However, Were Large-New Equipment for the Chesapeake & Ohio -An Unsatisfactory Decision.

The statement of July earnings of the Pennsylvania lines, both east and west of Pittsburg, shows a handsome increase in gross earnings, a large increase in expendltures under the head of operating expenses, and as a result decreased net earnings. The statement is as follows, the comparisons being with July, 1891:

The seven months of 1892, as compared with the same period of 1891, show:

All lines west of Pittsburg and Erie for July, 1892, as compared with the same month in 1891,

A decrease in net earnings of ...... 311,490 The seven months of 1892, as compared with the same period of 1891, show:

An increase in gross earnings of .....\$2,271,983 An increase in expenses of ................2,289,961 A decrease in net earnings of...... 117,978

Chesapeake & Ohio Improvements. Notwithstanding the fact that \$9,701,924 were expended on the Chesapeake & Ohio road in the year ending June 30 in improving the road-bed and increasing its equipment, President Ingalls has by no means carried out his plans regarding the road. The last ten days he has been inspecting the property and conferring with officials of the different departments to ascertain their views as regards improvements. As a result of these conferences, steps have already been taken to increase the facilities at Newport News 50 per cent. Twenty new engines have been contracted for, and a large quantity of new steel rail for doubling more of its track, number of iron bridges for contracted In the current year the company will operate 1.192 miles of its own, 105 miles of trackage rights and sixleen miles of water line. With the forty ocomotives received in the last eight months the road has 356 locomotives, 194 passenger cars and 13,000 freight cars. The freight cars will be increased 2,000 this year. The fixed charges for 1893, includng bonds for preferred stock and authorized for construction, will be \$2,880,066.
The policy of bringing the existing roadbed and equipment to modern standards and conditions, and charging the cost as part of the operating expenses is to be continued. President Ingalis expects thatet will be some years before the road-bed and its equipment will be what he desires, but the rapid strides made in this direction the last eighteen months have placed the property in a condition equal to that of others of the trunk lines that have been in opera-

What President McLeod Says, In speaking of the effects of Chancellor McGill's decision upon the Reading railroad deal, President McLeod said last evening: "The decision will have as much effect as if the injunction was directed against the Sioux Indians. It will, of sourse, if not disturbed by a higher sourt, involve some changes in forms of operation, such as in methods of keeping accounts, and in the personnel of the officials. As to its bearing in actual results it will have none. The friends of the Reading company own a controlling interest in the Central Railroad of New Jersey, and as owners of the property no legal decision can disturb them in their rights. Morover, the deal in the Jersey Central territory is controlled by the Philadelphia & Reading railroad, through the Coal and Iron Company. The Coal and Iron Company, as the owners of this coal can direct as much of it, or as little of it to the Jersey Central tracks as it sees fit. You see these facts show sbout how absolute and complete is the Reading control of the Jersey Central and the coal situation: At the time the lease was made there was an argument for an alternate contract which will accomplish the same results as the lease contemplated I guess Mr. Maxwell can act as president of the Central as well as I can if it becomes necessary. Of course we will appeal from the decision to the higher courts."

tion two score years.

A Decision That Meets with Criticism, Chairman Walker, on behalf of the commissioners of the Western Traffic Association, handed down a decision yesterday which is calling out considerable adverse criticism from the parties interested. It is in regard to a proposed revision of the rates and divisionss on pig and manufactured tron from the Birmingham and Chattanooga . districts to Colorado and Utah common points. These rates are made up on a special basis, which produces a lower rate than would be made by the employment of the usual method of constructing rates to such points east of the Mississippi. It appears in its inception that the method adopting the rates was influenced by com-petition through Memphis via Fort Worth. This factor no longer exists, and the rates in question are complained of as being abnormally and unreasonably low, and as having the effect of compelling lines west of St. Louis to accept an unreasonably small proportion of the through rate. After a review of the situation the Commissioner concludes that it would not be expedient at the present time to attempt to force upon an unwilling outside line the adoption of the reform desired.

The Alton Hurt by Competition, Some of the competitors of the Chicago & Alton are disposed to laugh at that road on account of the sudden interest displayed in the condition of freight rates. It was at the instance of the Alton that Chairman Midgley called a meeting for Sept. 7. on the representation that certain roads were manipulating rates. A traffic official of the lines says: "A western Missouri river roads were parties to an agreement for a division of competitive traile. It worked very well until the advisory board ordered the Alton to turn over to one of its competitors a certain portion of its freight in order to equalize the traffic. The Alton refused to obey the order, and the agreement was dissolved. Since that time every road has been looking out for its own interests, and the Alton has not fared so well."

Personal, Local and General Notes. D. W. Rider, general superintendent of the Jacksonville Southeastern road, yesterday tendered his resignation, to take effect Sept. 1.

George Bender, superintendent of the Chicago division of the Big Four, will return with his family to-day from a two weeks' vacation trip.

Hon. Thomas Wilson, of Winona, has been appointed general solicitor of the Omaha road at St. Paul, to succeed Colonel Howe, who is a confirmed invalid.

John Trindle, passenger conductor on the Vandalia, who has been in the Northwest for a month resting, returned yester-tay and will take his train to-morrow.

The Vandalia is preparing to lay another track south of its city freight depot, its local business having so increased as to force the company to make the improve-

The Louisville, Evansville & St. Louis road will make a \$15.50 rate to Washington for the Grand Army of the Republic, via Louisville, and expects to carry three hundred or more from Evansville and that im-

mediate vicinity. Said the superintendent of an Indianap-olis line yesterday. "Grand Chief Sweeney, of the Switchmen's Aid Association, has always stated that he received the roughest usage from superintendents of Indianapolis lines he had ever received at any rail-road center." Superintendent Whitcomb, of about the arms and hips to such an extent us to disable her from following her usual

perintendent Sherwood, of the Big Four, once ordered him out of their respective offices, but he thinks Sweeney will now place Buffalo at the head of his list.

All the roads at Columbus, O., except the Pennsylvania, are in favor of building a belt line, but the latter management. after careful consideration, decided that it could not afford to impose the additional freight charges which a belt road would necessitate on through business.

The Illinois Central, despite the protests of other roads, has placed its tickets on sale at the Auditorium Hotel. Chicago; the C., B. & Q., the Wabash, the Alton and the Santa Fe are much disturbed over the matter, and if it is made the excuse to get up another passenger-rate war it need not be a surprise.

The employes in the shops of the Wa-bash road at Fort Wayne will to-day have an excursion to Toledo, including a trip by boat to Detroit. It is expected that the employes and their friends who will go, including the families. will number 1,200, It has always been the custom with the Wabash to give all its employes a day's outing every summer.

Superintendent Somerville, of the Martinsville division of the Big Four, says the earnings of this division for July and August will be largely in excess of those of any months since the road came under control of the Big Four. He states that the passenger business of the line is improving, and that 100 per cent. more passengers are carried over it than three years

It is two years this month since the trains known as the Southwestern limited were put on to run between St. Louis and New fork and between Cincinnati and New York over the Big Four and the Vanderbilt lines, and what at first was looked upon as an experiment has proven a great success, and has shown that the traveling public appreciate first-class equipments and good

E. A. Peck, general superintendent, yes-terday issued orders that the work of doubling the Big Four tracks between the Union tracks and the east end of the Belt road, a distance of five miles, be commenced at once and pushed to completion as soon as possible, and that the grading be done at once in the Belt road yards for increasing the side-track room six hundred

The roads running between Chicago and Kansas City and St. Louis and Kansas City propose to keep up the low rates until Septembar 16, Between Chicago and Kansas City either way the fare is now \$5, or \$1 for the round trip; the rate one way between St. Louis and Kansas City \$4. Indianapolis lines will make the above the basing rate by adding the fare between here and Chicago or between Indianapolis

and St. Louis. The home-seekers' and harvest excursions this year cover so many more points than usual that they will likely draw a good deal of business. The tickets will be sold to the principal points in twenty-six States and territories. The Big Four yesterday added Lexington, Ky., and Staunton, Va. to the list, via the Chesapeake & Ohio from Cincinnati, and Harrisonburg, Mid-dletown, Winchester and Woodstock, Va., via the Baltimore & Ohio from Cincinnati.

### HE IS THE JUDGE AND JURY

The Cadi's Drastic Fashion of Handling a Prisoner in His Court.

Jerked Up for Perjury When His Statement Was Well Supported-Marshall's Brief Matrimonial Career.

Last Tuesday night Merchant policemen Wheatley and Arnold arrested Martin Hoffman, an employe of the Brightwood shops, for drunkenness. The officers that that they found Hoffman lying upon the Big Four tracks near the Massachusetts-avenue depot. One of them said he was "paralyzed drunk," and the other said he was "beastly drunk." They testified, in answer to questions, that it was twenty minutes from the time the patrol-wagon was called until it arrived. Hoffman took the stand and swore that he was not drunk and was not lying upon the tracks. Sergeant Wilson and officer Steinruck, who were on the patrol-wagon, testified that Hoffman was not drunk when the wagon arrived. 'Turnkey Long said he was not drunk when he was brought into the station-house, Notwithstanding all the testimony sustaining Hoffman, Judge Buskirk said be believed the two Merchant policemen had told the truth, and held Hoffman for grand jury action for perjury, in addition to finding him guilty of drunkenness. Hoffman appealed on the charge of drunkenness, and gave a one-thousand-dollar bond for his appearance in the Criminal Court on the perjury charge. The Cadi, in the superiority of his power, held Hoffman on the charge of perjury, and compelled him to give bond without the usual formality of an affidavit, or without even giving him a preliminary hearing.

Fined for Wife Desertion, Belfield Marshall was fined \$1 and costs by 'Squire Smock for wife desertion. The evidence developed a brief courtship, a short married life and a long desertion. On the 9th day of October, 1891, Belfield proposed to Susan Oakey. Within an hour after the proposal they were man and wife. On the 16th day of October he left home in a buggy, telling his wife he was going to Greenfield, and for her not to be uneasy in case he did not return that night. He never The proposal was unique but to the point.

Marshall called at Mrs. Oakey's house one afternoon and proceeded immediately to the subject. He said: "Mrs. Oakey if you think you can cook, and wash, and sew for me why shouldn't we get married?"

The answer came: "Why can't I?"

That settled it; they went straight to the clerk's office, procured a license and were married. On the 15th he took her to a house which he had tented and partially furnished. There was a rag carpet on the front room. The newly-made Mrs. Marshall didn't like it. She refused to live in the house with a rag carpet on the front room, and, as stated, Marshall left the next day.

Divorce Complaints. Lizzie Oliver asks that she be released from her marital vows because Edward Oliver, her husband, has been convicted and sent to the work-house, the last time, she says, for assault and battery upon her sister. She says that he has frequently beat and whipped her, and at one time he ran her out of the house with a revolver and threatened to shoot her. She also says he was a worthless drunkard and failed to provide anything for her support. Esther N. asks a divorce from John C. Miller, alleging cruel and inhuman treatment. She says that John was an habitual drunkard, accused her of infidelity and "cut, kicked, cuffed and cruelly wounded her flesh." She asks for the custody of their two children.

The Cadi's Sentences. In the Police Court, yesterday morning. Charles Bosson, colcred, was fined \$100 and costs and given 180 days in the work-house for assault and battery upon his wife. Benjamin Buchanan was released upon a charge of assault and battery with intent to kill Bosson, who is his step-father. It was proven that Buchanan shot at Bosson while the latter was besting his wife, Buchan-Lon Keesee and J. B. Brown were held for the action of the grand jury upon charges of petit larceny.

Emma Wilson, for interfering with an officer, were continued until next Thursday. Alleges She Was Assaulted. The ex-patrolman, George W. Dilts, proprietor of the Nickel-plate saloon, on South Illinois street, was yesterday afternoon made defendant in a suit by Jennie Kidwell for \$2,000 damages for an alleged assault upon her. In her complain, she al-

The cases against Emma Henshaw and



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vocation; that she has been compelled to obtain medical attendance on account of the injuries received.

To Collect an Old Judgment, anon's Warren Tate has filed suit upon an old udgment against Milton Pouder. In 1882 Tate secured judgment in the Hamilton Circuit Court against Ponder and others for \$15,089.72, upon which the sum of \$11,-749.85 was collected by the sheriff. Tate says that there is still due from the defendant Pouder the sum of \$3,993.68, with interest from 1882, making a total amount due of

Doesn't Want the Poles There. W. V. Rooker filed suit in the Circuit Court yesterday to enjoin the Consumers' Gas Trust Company from erecting telephone poles upon a roadway which he alleges to be the private property of himself and wife. He says that in addition to obstructing the roadway the poles are old and decayed and liable at any time to fall down and injure passers-by.

Case of Williams Continued. John D. Williams, fire chief of West Indianapolis, who was arrested Thursday charged with grand larceny, waived examination in the Police Court yesterday morning and was held for the action of the grand jury. He is accused of having stolen some brasses from Thomas Markey's toundry on Shelby street.

Burned Her Waest Stack. Margaret Christian filed a complaint in the Superior Court, yesterday afternoon, alleging that sparks from a C., H. & I. engine set fire to a stack of wheat on her farm, east of the city, and caused a loss to her of \$300, for which sum she asks dam-

> The Court Record. EUPERIOR COURT.

New Surts Filed. William H. Snapp vs. David Earhart and Rasmus Morrison; suit on note, Room 3. J. A. Fay & Co., vs. Mercy Murray and Lewis H. Holloway: ouit on account.

Lizzie Oliver vs. Edward Oliver; divorce. John Raugh Administrator of the estate of Apnie E. Schnessler deceased, vs. Annie M. Weiss et al.; to foreclose mortgage.

Esther A. Miller vs. John C. Miller: divorce. Room 1. Margaret I. Christian vs. Cincinnati Hamilton & Indianapolis and Cincinnati Hamilton & Dayton Railways; damages. Demand, \$300. Room 2.

CIRCUIT COURT. New Swits Filed. Esther A. Bristor vs. Thomas A. Young. Executor, with the will annexed, et al. Thomas Miner and Neppie Miner his wife vs. Lucy Sims et al.; suit to quiet title.

Jennie Kidwell vs. George W. Dilts; trespass. Demand, \$2,000.

Wm. V. Rooker et al. vs. The Consumers' Gas Trust Company; injunction. Stoughton J. Fletcher et al. vs. George

W. Fenneman; suit on note.

Warren Tate vs. Milton Ponder; suit on indgment. Demand, \$7,000. At the Theaters Mr. Fred E. Wright is in the city arranging for the production of Charles H. Hoyt's newest comedy, "A Temperance Town," at the Grand, the latter part of next week,

George Richards, Engene Canfield, Elsie Lombard and the original cast will pre-The last two performances of "Across the Line" will be given at the Park Theater to-day. Next week's attraction at this house will be Newton Beers's company in "Eloped with a Circus Girl."

Seats are now selling at English's for the performance of the new musical comedy. "A Railroad Ticket," the first three nights of next week. Horse and Stable Burned.

The shed in the rear of Isaac Reeder's residence, No. 450 West North street, was destroyed by fire about 2 o'clock yesterday afternoon. A horse in the shed was burned. The loss is about \$300. The fire was com-municated from Reeder's shed to the one in the rear of 325 Blake street, and owned by Reeder. His residence was also damaged about \$10 by the flames.

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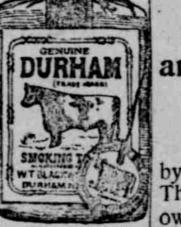
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